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the top rated vehicles and manufacturers in regard to environmental sensitivity based on said algorithm. The rating system and the identification of the award winners, using the generally accepted language of the industry stakeholders, is communicated to consumers and to stakeholders such as the manufacturers, special interest groups and governmental agencies.

IN THE SPECIFICATION

On page 3, line 6, please find a clean version of the paragraph as amended:

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The *Green Book* reports a "Green Score" on a scale from zero to 100 for certification vehicle configurations used by the government to determine compliance with applicable standards. The vehicles are grouped by class, i.e. type of body style, such as midsize car, minivan, standard pickup and so on. A summary of ratings indicating the top-rated certification vehicle configurations in each class is tabulated using five symbols based on a certification vehicle configuration rank within its class. The tabulation also shows the Green Score for each of the certification vehicle configurations. The Green Score is based on official emissions and fuel-economy test results and other specifications reported by automobile manufacturers.

On page 4, line 5, please find a clean version of the paragraph as amended:

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The *Green Book* is released half way through the model year thereby limiting its impact to those buyers in the later half of the model year. In most cases a consumer can not order a vehicle based on the way the *Green Book* describes them. According to the *Green Book*, the only way customers can be sure they are considering a vehicle the *Green Book* has rated is to lift the hood of the actual vehicle under consideration and check the emissions compliance label physically installed on the vehicle. In general, the information in the *Green Book* is as complicated as the government regulations that generated the certification data used in the ratings.

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On page 5, line 8, please find a clean version of the paragraph as amended:

This invention comprises a method of consolidating environmental performance data on cars and light trucks in an easy-to-understand and industry compatible manner for use by: (1) the consumer in the process of selection of a

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vehicle for purchase, (2) the vehicle manufacturers to facilitate consideration and awareness of their products through advertising, (3) the vehicle manufacturers to assess their relative environmental position in the market place and develop plans for any needed change, and (4) the e-commerce automotive information/buying services (hereafter e-commerce automotive businesses) to provide relevant comparative data to aid their customers in selecting a vehicle for purchase. A critical element of the invention is the use of a computer network, e.g. the Internet, as a means to transmit information and to establish links and relationships among parties having related interests in the industry. This allows business to be conducted electronically, i.e. e-commerce, to compensate the facilitator. Further, the environmentally sensitive manufacturers and the environmentally sensitive products will be recognized by presentation of awards.

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On page 6, line 1, please find a clean version of the paragraph as amended:

The method of this invention involves communication with business entities within the selected industry and with potential consumers, purchasers of products or services, and related industries and government. For example, when the method of the invention is applied to the automotive industry, the facilitator of the method would furnish the names of the manufacturers and products which are recipients of the awards to the following for their respective purposes, as follows:

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On page 15, line 1, please find a clean version of the paragraph as amended:

Before data collection begins, AMES segments the industry into comparable product or service groups that consumers typically consider in their purchase decision. For example in the automotive industry, product offerings could be categorized into eight car (subcompact, compact, mid-size, full-size, premium, luxury, sporty, and sports) and seven light truck (minivan, full-size van, compact pickup, full-size pickup, compact SUV, mid-size SUV, and full-size SUV) vehicle utility classes (hereafter VUC). This invention provides consumers looking for a specific vehicle utility with an opportunity to learn which product offerings in a VUC are the most environmentally sensitive. An example of the automotive market segmentation is shown in Figures 2A and 2B.

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On page 15, line 18, please find a clean version of the paragraph as amended:

According to this invention, the public interest is served by converting highly technical data (which is available from the automotive manufacturers, EPA and DOE on environmental sensitivity but which is not understandable to the layman) and developing it into a meaningful rating or ranking of each manufacturer and/or each brand/model of vehicle on the basis of environmental sensitivity. In this process, AMES obtains all needed technical data from EPA and DOE under the provisions of the *Freedom of Information Act* for air pollution and fuel consumption. Such data is certified to the government as to accuracy by the manufacturers. AMES obtains all necessary technical information in regard to materials recycling from manufacturers who choose to voluntarily submit the information. To verify its accuracy an independent audit is made of the records of each automotive company by an independent auditor engaged by AMES.

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On page 18, line 4, please find a clean version of the paragraph as amended:

As discussed above, the EPRI serves as a facilitator for selecting an industry, identifying product characteristics that would benefit from application of this method and establishing an e-commerce business subsidiary that implements the method.

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On page 23, line 4, please find a clean copy of the paragraph as amended:

As a supplement to the communication plans, it is necessary to learn and utilize industry-accepted protocols for the industry selected. In the automotive example it was necessary to utilize protocols such as peer review in the technical community, Auto show press preview schedules, Federal Register promulgation of applicable regulations and rules, industry sources for identification of e-commerce automotive businesses, EPA, DOE and CARB contacts, Non-Government Organizations, academic contacts, Federal Trade Commission guidelines on environmental claims, research of market trends sources and contacts at automotive manufacturers. Personnel of AMES would have extensive industry experience that allows the implementation of this process

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step. Establishment of e-commerce business entity in Step 4 must highly weigh this step in the selection or creation of the subsidiary.

On page 25, line 30, find a clean version of the paragraph as amended:

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It will now be appreciated that AMES, has established a multi-party interactive network for communication with regard to the environmental sensitivity of the passenger cars and light trucks and manufacturers as a whole. This network of communications is shown in Figure 4.

On page 26, line 19, please find a clean version of the paragraph as amended:

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In the communication network, AMES posts the results of its rankings on its Web site on the Internet. AMES has direct communication with government agencies such as the EPA and the DOE as well as certain state agencies. It also has direct communication with special interest groups, such as the Environmental Defense Fund, Union of Concerned Scientists, etc. and with Internet information services, such as The Kelly Blue Book, autobytel.com, edmunds.com, etc. all of whom have Web sites on the Internet. Also, AMES has direct communications with the media in respect to press releases regarding the AMES Award winning products. There is also direct communication with Wall Street, especially with the auto industry analysts, because of the impact on the degree of social consciousness of companies listed on the stock exchange. There is also direct contact with the insurance industry because rapid changes in the normal weather or environmental quality have an influence on their business. AMES also maintains a constant dialog with the vehicle manufacturers and e-commerce information/buying services to receive feedback on AMES segmentation of the market, licensing of the awards and other matters. The communication among and interaction among AMES, vehicle manufacturers, the public and other organizations is realized in many respects through Web sites on the Internet.

On page 28, line 4, please find a clean copy of the paragraph as amended:

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The e-commerce information services and buying services. Web sites on the Internet are also a source compensation for AMES by licensing the use of the AMES